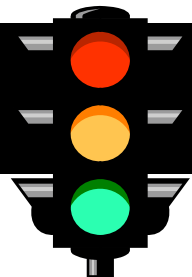


Bicyclists 2005

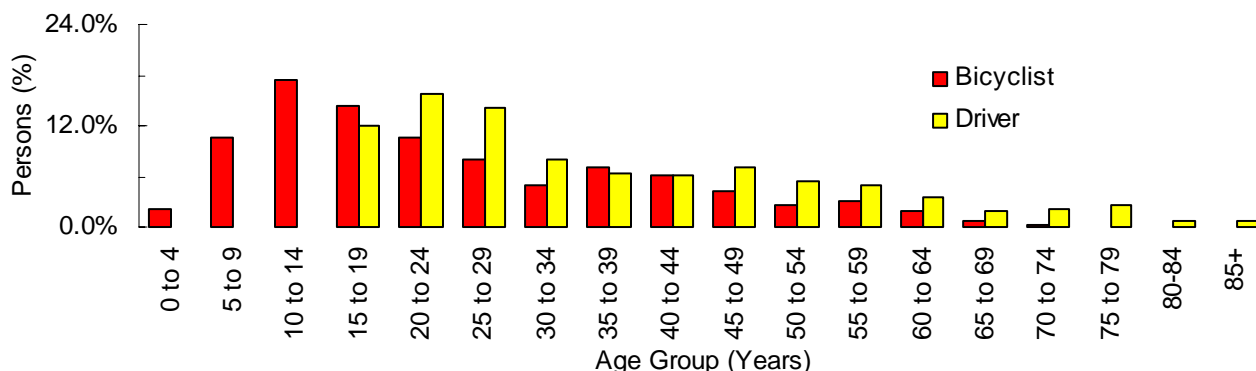
BICYCLISTS



Did you know that in 2005 . . .

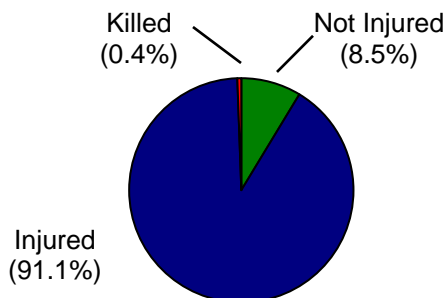
- 718 bicyclists were involved in motor vehicle crashes; 654 were injured, and 3 were killed.
- Bicyclists were 2 times more likely to be killed in a crash than other crash occupants.

Age of Persons Involved in Bicyclist-Motor Vehicle Crashes (Utah 2005)



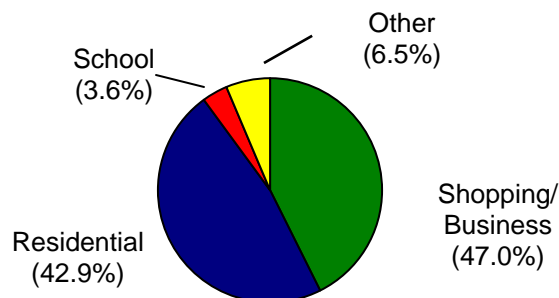
- The highest percentage of bicyclists involved in crashes were aged 10 to 14 years (17.5%).
- The highest percentage of drivers involved in bicyclist crashes were aged 20 to 24 years (15.7%).

Bicyclist Injury Severity (Utah 2005)



- Nearly all bicyclists (91.1%) involved in crashes sustained an injury compared to 20.2% of all motor vehicle crash occupants.

Location of Bicyclist-Motor Vehicle Crashes (Utah 2005)



- The majority of bicyclist-motor vehicle crashes occurred in shopping/business (47.0%) and residential (42.9%) areas.

Top 3 Contributing Factors Involved in Bicyclist-Motor Vehicle Crashes:

1. Improper Lookout (44.5%)
2. Failed to Yield Right-of-Way (29.6%)
3. Hit and Run (9.2%)

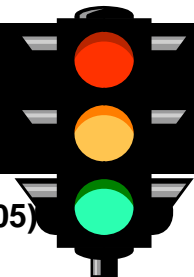
- In addition to the above, "driving under the influence," "had been drinking," and "under the influence of drugs" accounted for 1.1% of total bicyclist-motor vehicle crashes.

Top 3 Violations of Drivers Involved in Bicyclist-Motor Vehicle Crashes:

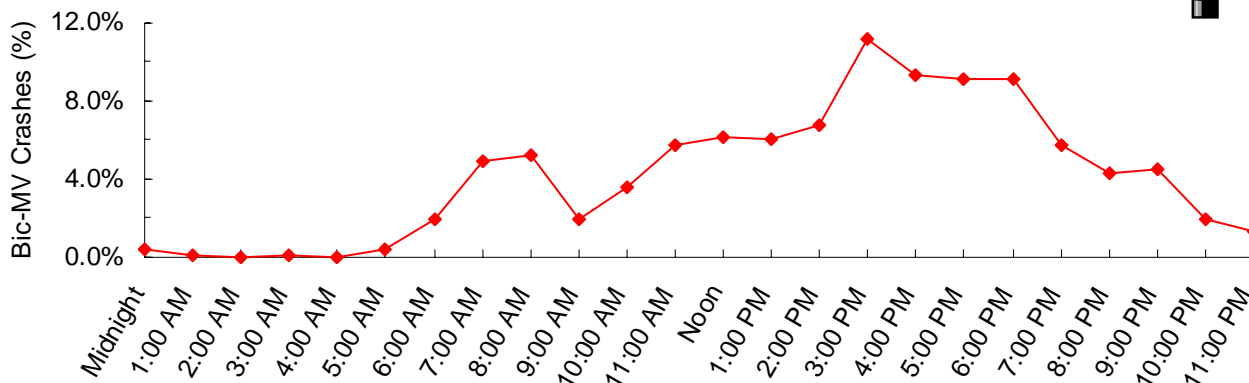
1. Failed to Yield Right-of-Way (42.9%)
2. Improper Lookout (23.2%)
3. Other Non-Moving Violations (12.5%)

- Nearly one-third (32.5%) of drivers involved in bicyclist-motor vehicle crashes received a citation.

BICYCLISTS

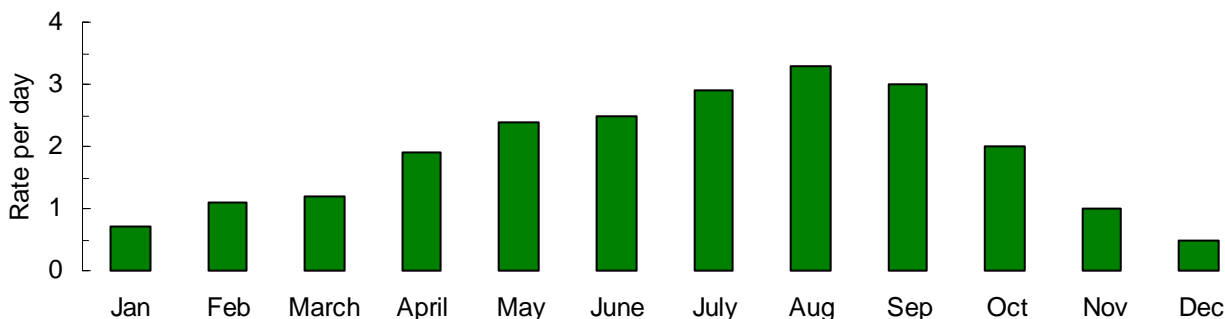


Time of Day Bicyclist-Motor Vehicle Crashes Occurred (Utah 2005)



- Bicyclist-motor vehicle crashes occurred most often between 2:00 pm to 6:00 pm. There was also a small peak during the 7:00 am and 8:00 am hours.

Month of the Year Bicyclist-Motor Vehicle Crashes Occurred (Utah 2005)



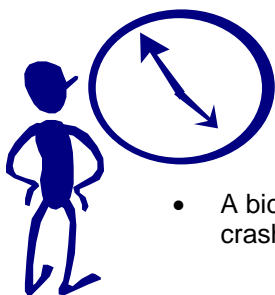
- August (3.3) had the highest rate per day of bicyclist-motor vehicle crashes.

Actions of Bicyclists Prior to Crashes (Utah 2005)

- Riding in Roadway with Traffic (25.2%)
- Riding in Roadway Against Traffic (17.1%)
- Crossing Intersection with Signal (12.1%)
- Riding on Sidewalk (11.7%)
- Crossing Intersection with No Signal (9.7%)

- "Crossing Intersection (with signal, no signal, against signal, diagonally)" comprised 28.7% of bicyclist actions prior to crashes.

Bicyclist Crash Clock (Utah 2005)



- A bicyclist was involved in a crash every 13 hours.

Alcohol and Other Drug Involvement



- Of the 3 bicyclists killed in 2005, none were impaired by alcohol or other drugs, and 1 bicyclist (33.3%) was killed by an impaired driver.

Section 8: Bicyclists

Section 8: Bicyclists 2005

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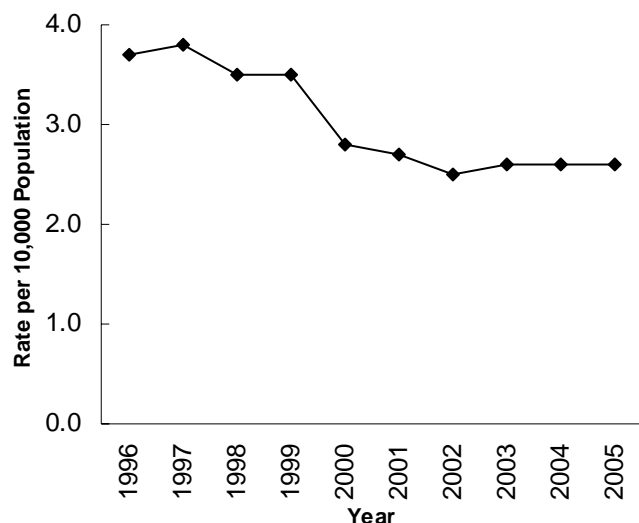
Trends

Bicyclists Involved in Crashes 1996-2005

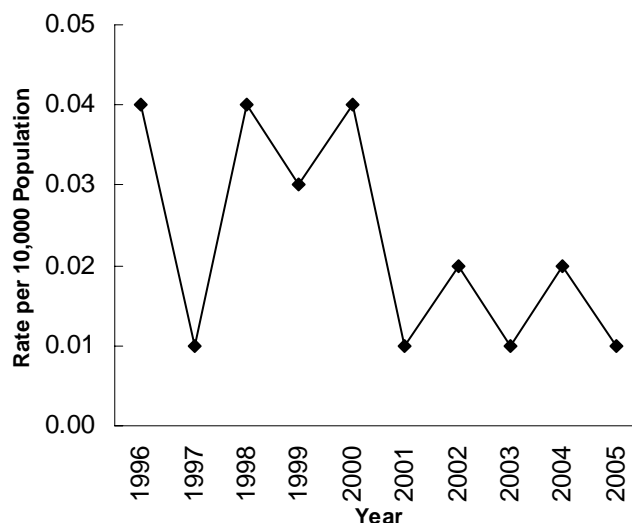
Bicyclists									
		Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
		Non-Injured	Rate per	Injured	Rate per	Bicyclists	Rate per	All	Rate per
		Bicyclists	10,000	Bicyclists	10,000	Killed	10,000	Bicyclists	10,000
Year	Population	#	Population	#	Population	#	Population	#	Population
1996	2,042,893	62	0.30	766	3.7	9	0.04	837	4.1
1997	2,099,409	79	0.38	797	3.8	3	0.01	879	4.2
1998	2,141,632	72	0.34	758	3.5	9	0.04	839	3.9
1999	2,193,014	72	0.33	777	3.5	7	0.03	856	3.9
2000	2,246,553	62	0.28	635	2.8	9	0.04	706	3.1
2001	2,295,971	48	0.21	625	2.7	3	0.01	676	2.9
2002	2,338,761	50	0.21	590	2.5	5	0.02	645	2.8
2003	2,385,358	48	0.20	621	2.6	2	0.01	671	2.8
2004	2,469,230	49	0.20	648	2.6	6	0.02	703	2.8
2005	2,547,389	61	0.24	654	2.6	3	0.01	718	2.8
Total	22,760,210	603	0.26	6,871	3.0	56	0.02	7,530	3.3

- In 2005, the total rate of bicyclists involved in crashes (2.8), and the rate of bicyclists injured in crashes (2.6), remained the same as the 2004 rates.
- In 2005, there were 3 bicyclists killed in crashes; a rate of 0.01. Because of the small number of bicyclist fatalities, it is difficult to compare increases and decreases from year to year.

**Bicyclists Injured in Crashes
(Utah 1996-2005)**



**Bicyclists Killed in Crashes
(Utah 1996-2005)**



- Over the last ten years, the rates of total bicyclists and bicyclists injured in crashes have followed a similar overall decreasing trend.
- The rate of bicyclists killed in crashes has varied over time.
- The 2005 rate of bicyclists killed in crashes (0.01) is one of the lowest in the last ten years.

NOTE: Part of the decrease in reported bicyclists involved in crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclists that were involved in crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

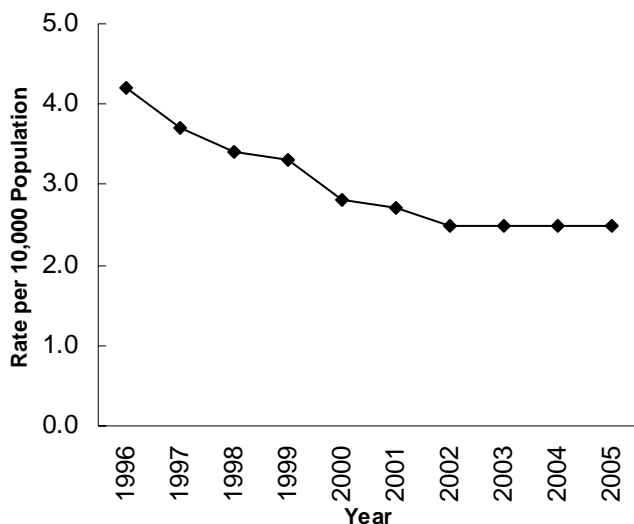
Trends

Bicyclist-Motor Vehicle Crashes 1996-2005

Bicyclist-Motor Vehicle Crashes									
Year	Population	Property Damage Only (PDO)		Injury		Fatal		Total	
		Bic-MV	Rate	Bic-MV	Rate	Bic-MV	Rate	All	Rate
		PDO	per	Injury	per	Fatal	per	Bic-MV	per
		Crashes	10,000	Crashes	10,000	Crashes	10,000	Crashes	10,000
		#	Population	#	Population	#	Population	#	Population
1996	2,042,893	61	0.3	858	4.2	9	0.04	928	4.5
1997	2,099,409	74	0.4	778	3.7	3	0.01	855	4.1
1998	2,141,632	67	0.3	728	3.4	9	0.04	804	3.8
1999	2,193,014	66	0.3	732	3.3	7	0.03	805	3.7
2000	2,246,553	58	0.3	625	2.8	8	0.04	691	3.1
2001	2,295,971	42	0.2	609	2.7	3	0.01	654	2.8
2002	2,338,761	44	0.2	585	2.5	5	0.02	634	2.7
2003	2,385,358	39	0.2	589	2.5	2	0.01	630	2.6
2004	2,469,230	45	0.2	626	2.5	5	0.02	676	2.7
2005	2,547,389	50	0.2	637	2.5	3	0.01	690	2.7
Total	22,760,210	546	0.2	6,767	3.0	54	0.02	7,367	3.2

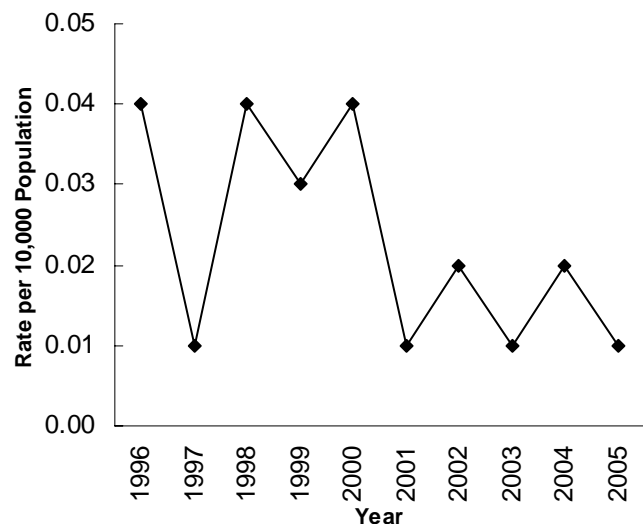
- In 2005, the rate of total bicyclist-motor vehicle crashes (2.7), and the rate of bicyclist-motor vehicle injury crashes (2.5) remained the same as 2004.
- In 2005, there were 3 fatal bicyclist-motor vehicle crashes; a rate of 0.01. Because of the small number of fatal bicyclist-motor vehicle crashes, it is difficult to compare increases and decreases from year to year.

Bicyclist-Motor Vehicle Injury Crashes (Utah 1996-2005)



- Over the last ten years, the rates of total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes have followed a similar overall decreasing trend.

Fatal Bicyclist-Motor Vehicle Crashes (Utah 1996-2005)



- The rate of fatal bicyclist-motor vehicle crashes has varied over time.
- In the last ten years, the highest rate of bicyclist-motor vehicle crashes occurred in 1996 and 1998 (0.04).

NOTE: Part of the decrease in reported bicyclist-motor vehicle crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclist-motor vehicle crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

Counties

Bicyclists Involved in Crashes by County (Utah 2005)

Bicyclists												
	Non-Injured Bicyclists			Injured Bicyclists			Bicyclists Killed			Total Bicyclists		
	Non-Injured	Rate	Rate	Injured	Rate	Rate	Bic.	Rate	Rate	All	Rate	Rate
	Bic.	per 100	per	Bic.	per 100	per	Bic.	per 100	per	Bic.	per 100	per
	Bic.	Million	10,000	Bic.	Million	10,000	Killed	Million	10,000	Bic.	Million	10,000
County	#	VT	Population	#	VT	Population	#	VT	Population	#	VT	Population
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Box Elder	0	0.0	0.0	4	0.5	0.9	0	0.0	0.0	4	0.5	0.9
Cache	1	0.1	0.1	29	3.2	2.8	0	0.0	0.0	30	3.3	2.9
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	1	0.0	0.0	28	1.2	1.0	0	0.0	0.0	29	1.2	1.0
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	1	0.4	1.1	0	0.0	0.0	1	0.4	1.1
Iron	0	0.0	0.0	8	1.3	1.9	0	0.0	0.0	8	1.3	1.9
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	1	0.8	1.6	1	0.8	1.6	2	1.5	3.2
Millard	0	0.0	0.0	1	0.2	0.8	0	0.0	0.0	1	0.2	0.8
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	51	0.6	0.5	348	4.3	3.6	1	0.0	0.0	400	4.9	4.1
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4
Sevier	0	0.0	0.0	1	0.2	0.5	0	0.0	0.0	1	0.2	0.5
Summit	1	0.1	0.3	6	0.9	1.7	0	0.0	0.0	7	1.0	1.9
Tooele	0	0.0	0.0	4	0.5	0.8	0	0.0	0.0	4	0.5	0.8
Uintah	1	0.3	0.4	5	1.5	1.9	0	0.0	0.0	6	1.8	2.2
Utah	5	0.1	0.1	108	3.0	2.4	0	0.0	0.0	113	3.1	2.5
Wasatch	0	0.0	0.0	3	1.1	1.5	0	0.0	0.0	3	1.1	1.5
Washington	1	0.1	0.1	38	3.3	3.0	1	0.1	0.1	40	3.5	3.1
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	0	0.0	0.0	63	4.1	2.9	0	0.0	0.0	63	4.1	2.9
Statewide	61	0.2	0.2	654	2.6	2.6	3	0.0	0.0	718	2.9	2.8

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (4.9), Weber (4.1) and Washington (3.5) had the highest rates of total bicyclists involved in crashes per 100 million vehicle miles traveled.
 - Salt Lake (4.3), Weber (4.1) and Washington (3.3) had the highest rates of bicyclists injured in crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Salt Lake (4.1), Kane (3.2) and Washington (3.1) had the highest rates of total bicyclists involved in crashes per 10,000 population.
 - Salt Lake (3.6), Washington (3.0) and Weber (2.9) had the highest rates of bicyclists injured in crashes per 10,000 population.

Counties

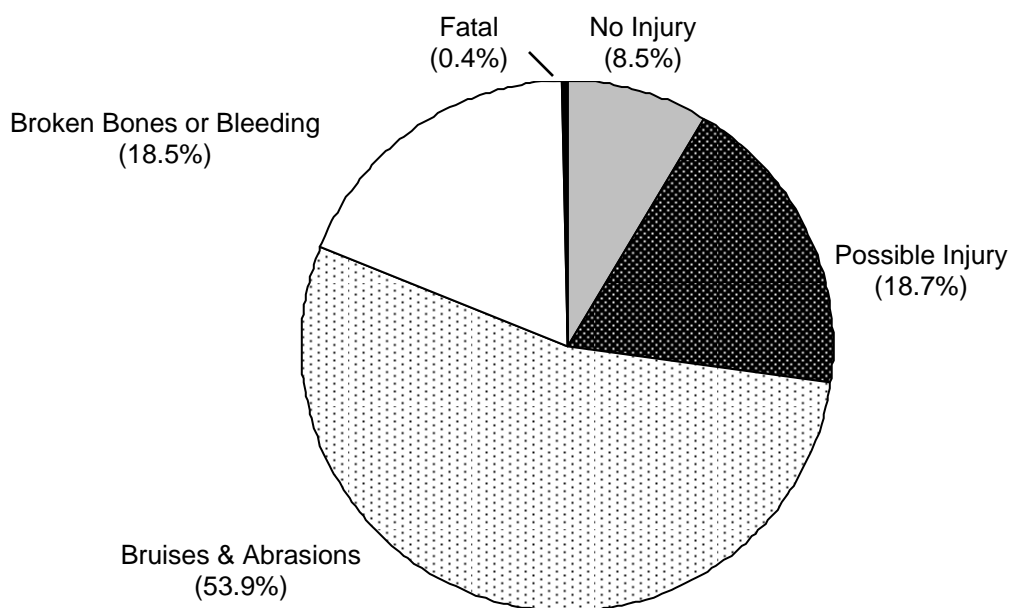
Bicyclist-Motor Vehicle Crashes by County (Utah 2005)

Bicyclist-Motor Vehicle Crashes												
	Property Damage Only (PDO)			Injury			Fatal			Total		
	Bic-MV	Rate	Rate	Bic-MV	Rate	Rate	Bic-MV	Rate	Rate	All	Rate	Rate
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Bic-MV	per 100	per
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000
County	#	VTM	Population	#	VTM	Population	#	VTM	Population	#	VTM	Population
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Box Elder	0	0.0	0.0	5	0.6	1.1	0	0.0	0.0	5	0.6	1.1
Cache	1	0.1	0.1	24	2.6	2.3	0	0.0	0.0	25	2.7	2.4
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	1	0.0	0.0	25	1.1	0.9	0	0.0	0.0	26	1.1	0.9
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	1	0.4	1.1	0	0.0	0.0	1	0.4	1.1
Iron	1	0.2	0.2	7	1.1	1.7	0	0.0	0.0	8	1.3	1.9
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	1	0.8	1.6	1	0.8	1.6	2	1.5	3.2
Millard	0	0.0	0.0	1	0.2	0.8	0	0.0	0.0	1	0.2	0.8
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	40	0.5	0.4	344	4.2	3.5	1	0.0	0.0	385	4.7	3.9
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4
Sevier	0	0.0	0.0	1	0.2	0.5	0	0.0	0.0	1	0.2	0.5
Summit	0	0.0	0.0	7	1.0	1.9	0	0.0	0.0	7	1.0	1.9
Tooele	0	0.0	0.0	4	0.5	0.8	0	0.0	0.0	4	0.5	0.8
Uintah	1	0.3	0.4	5	1.5	1.9	0	0.0	0.0	6	1.8	2.2
Utah	5	0.1	0.1	107	2.9	2.3	0	0.0	0.0	112	3.1	2.5
Wasatch	0	0.0	0.0	3	1.1	1.5	0	0.0	0.0	3	1.1	1.5
Washington	1	0.1	0.1	34	3.0	2.7	1	0.1	0.1	36	3.2	2.8
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	0	0.0	0.0	62	4.0	2.9	0	0.0	0.0	62	4.0	2.9
Statewide	50	0.2	0.2	637	2.5	2.5	3	0.0	0.0	690	2.7	2.7

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (4.7), Weber (4.0) and Washington (3.2) had the highest rates of total bicyclist-motor vehicle crashes per 100 million vehicle miles traveled.
 - Salt Lake (4.2), Weber (4.0) and Washington (3.0) had the highest rate of bicyclist-motor vehicle injury crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Salt Lake (3.9), Kane (3.2) and Weber (2.9) had the highest rates of total bicyclist-motor vehicle crashes per 10,000 population.
 - Salt Lake (3.5), Weber (2.9) and Washington (2.7) had the highest rates of bicyclist-motor vehicle injury crashes per 10,000 population.

Bicyclist Characteristics

Injury Severity of Bicyclists Involved in Crashes (Utah 2005)



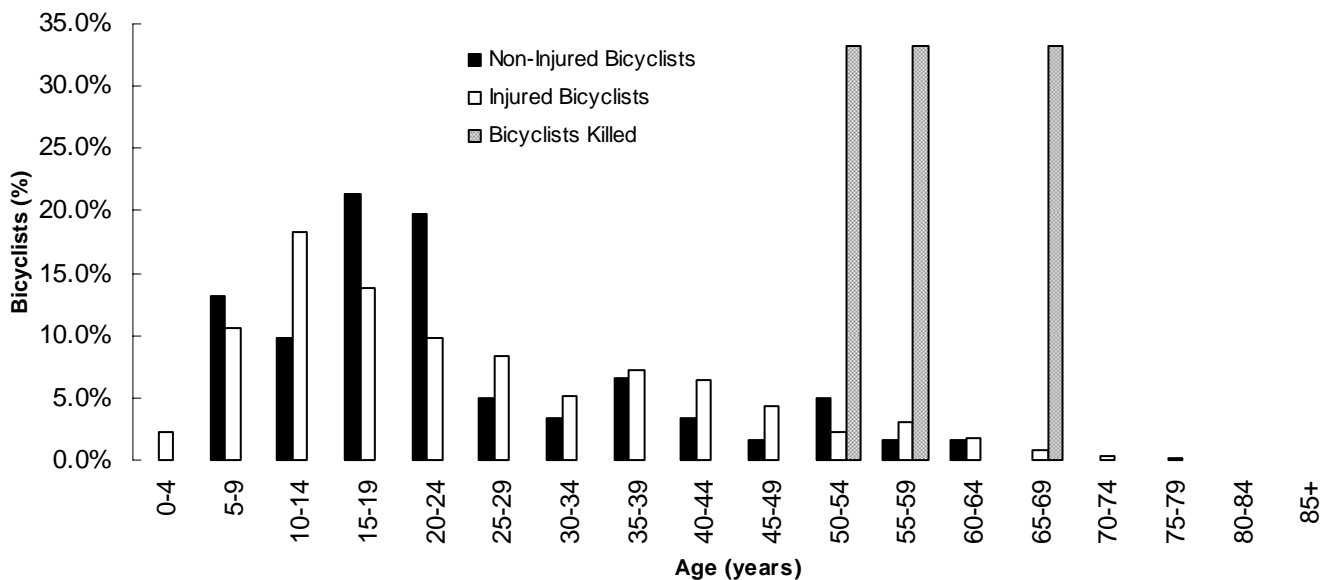
- In the above graph, there were a total of 718 bicyclists involved in crashes.
- The above graph shows that 91.1% of bicyclists involved in crashes sustained a non-fatal injury compared to 20.2% of all motor vehicle crash occupants.
- The percentage of bicyclists killed in crashes (0.4%) was higher than the percentage for all motor vehicle crash occupants killed in crashes (0.2%).
- In fact, bicyclists were 2 times more likely to be killed in a crash than other motor vehicle crash occupants.

Bicyclist Characteristics

Age of Bicyclists Involved in Crashes (Utah 2005)

Age	Bicyclists							
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
	#	%	#	%	#	%	#	%
0-4	0	0.0%	15	2.3%	0	0.0%	15	2.1%
5-9	8	13.1%	69	10.6%	0	0.0%	77	10.7%
10-14	6	9.8%	120	18.3%	0	0.0%	126	17.5%
15-19	13	21.3%	90	13.8%	0	0.0%	103	14.3%
20-24	12	19.7%	64	9.8%	0	0.0%	76	10.6%
25-29	3	4.9%	55	8.4%	0	0.0%	58	8.1%
30-34	2	3.3%	34	5.2%	0	0.0%	36	5.0%
35-39	4	6.6%	47	7.2%	0	0.0%	51	7.1%
40-44	2	3.3%	42	6.4%	0	0.0%	44	6.1%
45-49	1	1.6%	29	4.4%	0	0.0%	30	4.2%
50-54	3	4.9%	15	2.3%	1	33.3%	19	2.6%
55-59	1	1.6%	20	3.1%	1	33.3%	22	3.1%
60-64	1	1.6%	12	1.8%	0	0.0%	13	1.8%
65-69	0	0.0%	5	0.8%	1	33.3%	6	0.8%
70-74	0	0.0%	2	0.3%	0	0.0%	2	0.3%
75-79	0	0.0%	1	0.2%	0	0.0%	1	0.1%
80-84	0	0.0%	0	0.0%	0	0.0%	0	0.0%
85+	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing	5	8.2%	34	5.2%	0	0.0%	39	5.4%
Total	61	100.0%	654	100.0%	3	100.0%	718	100.0%

Age of Bicyclists Involved in Crashes (Utah 2005)



- Overall, the largest percentage of bicyclists involved in crashes were aged 10 to 14 years (17.5%). This age group also represented the largest percentage of bicyclists injured in crashes (18.3%).
- All of the bicyclists killed in a crash were over the age of 50 years.

Bicyclist Characteristics

Gender of Bicyclists Involved in Crashes (Utah 2005)

	Bicyclists							
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Gender	#	%	#	%	#	%	#	%
Female	7	11.5%	136	20.8%	0	0.0%	143	19.9%
Male	53	86.9%	503	76.9%	3	100.0%	559	77.9%
Unknown	1	1.6%	15	2.3%	0	0.0%	16	2.2%
Total	61	100.0%	654	100.0%	3	100.0%	718	100.0%

- The majority of all bicyclists (77.9%), bicyclists injured (76.9%) and bicyclists killed (100.0%) in crashes were male.

Actions of Bicyclists Prior to Crashes (Utah 2005)

	Bicyclists							
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Bicyclist Action Prior to Crash	#	%	#	%	#	%	#	%
Riding in Roadway with Traffic	11	18.0%	167	25.5%	3	100.0%	181	25.2%
Riding in Roadway Against Traffic	12	19.7%	111	17.0%	0	0.0%	123	17.1%
Crossing Intersection with Signal	12	19.7%	75	11.5%	0	0.0%	87	12.1%
Riding on Sidewalk	6	9.8%	78	11.9%	0	0.0%	84	11.7%
Crossing Intersection with No Signal	4	6.6%	66	10.1%	0	0.0%	70	9.7%
Crossing Intersection Against Signal	6	9.8%	41	6.3%	0	0.0%	47	6.5%
Crossing Not at Intersection	2	3.3%	35	5.4%	0	0.0%	37	5.2%
Other in Roadway	2	3.3%	11	1.7%	0	0.0%	13	1.8%
Playing in Roadway	1	1.6%	9	1.4%	0	0.0%	10	1.4%
Coming From Behind Parked Cars	0	0.0%	6	0.9%	0	0.0%	6	0.8%
Crosswalk Not at Intersection	1	1.6%	5	0.8%	0	0.0%	6	0.8%
Walking on Sidewalk	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Crossing Intersection Diagonally	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Not in Roadway	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Walking in Roadway Against Traffic	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other Standing in Roadway	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Walking To or From School	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Missing	4	6.6%	35	5.4%	0	0.0%	39	5.4%
Total	61	100.0%	654	100.0%	3	100.0%	718	100.0%

- Leading bicyclist actions prior to crashes were “riding in roadway (with traffic, against traffic)” (42.3%), and “crossing at intersection (with signal, against signal, no signal and diagonally)” (28.7%).

Bicyclists and Helmet Use (Utah 2005)

- Helmet use for bicyclists involved in crashes was not coded consistently at the scene of the crash and cannot be reported with accuracy. As a result, it is not included in this summary.

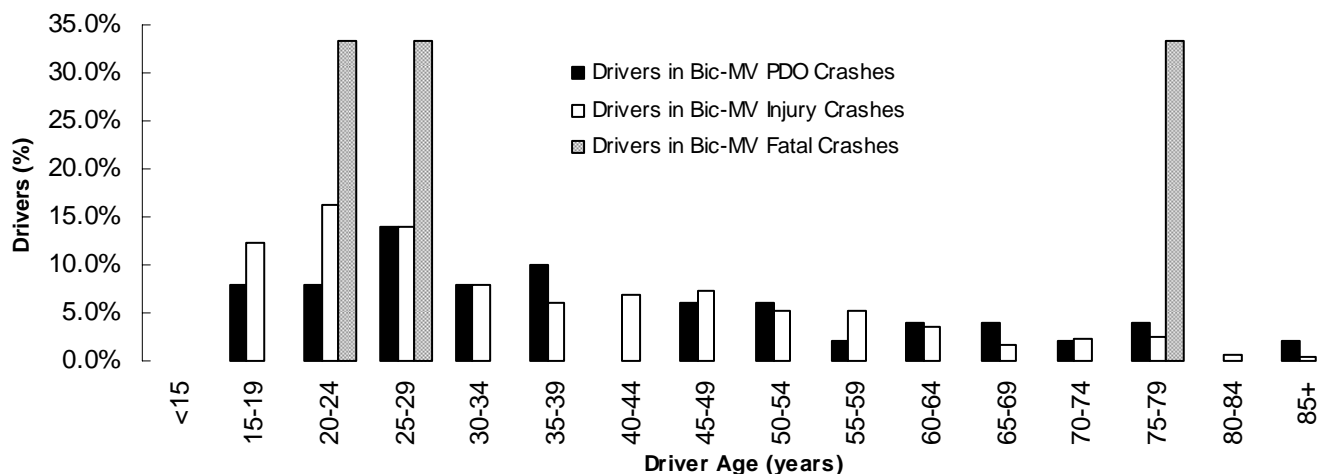
Driver Characteristics

Driver Age (Utah 2005)

Driver Age	Drivers							
	Drivers Involved in Bicyclist-MV Property Damage Only Crashes		Drivers Involved in Bicyclist-MV Injury Crashes		Drivers Involved in Bicyclist-MV Fatal Crashes		Total Drivers Involved in Bicyclist-MV Crashes	
	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	4	8.0%	78	12.2%	0	0.0%	82	11.9%
20-24	4	8.0%	103	16.2%	1	33.3%	108	15.7%
25-29	7	14.0%	89	14.0%	1	33.3%	97	14.1%
30-34	4	8.0%	51	8.0%	0	0.0%	55	8.0%
35-39	5	10.0%	39	6.1%	0	0.0%	44	6.4%
40-44	0	0.0%	43	6.8%	0	0.0%	43	6.2%
45-49	3	6.0%	46	7.2%	0	0.0%	49	7.1%
50-54	3	6.0%	34	5.3%	0	0.0%	37	5.4%
55-59	1	2.0%	33	5.2%	0	0.0%	34	4.9%
60-64	2	4.0%	23	3.6%	0	0.0%	25	3.6%
65-69	2	4.0%	11	1.7%	0	0.0%	13	1.9%
70-74	1	2.0%	14	2.2%	0	0.0%	15	2.2%
75-79	2	4.0%	15	2.4%	1	33.3%	18	2.6%
80-84	0	0.0%	4	0.6%	0	0.0%	4	0.6%
85+	1	2.0%	3	0.5%	0	0.0%	4	0.6%
Missing	11	22.0%	51	8.0%	0	0.0%	62	9.0%
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%

NOTE: More than one driver may be involved in a bicyclist-motor vehicle crash and driver information may be missing (e.g., hit and run).

Age of Drivers Involved in Bicyclist-Motor Vehicle Crashes (Utah 2005)



- The above table and graph show that drivers between the ages of 20 to 24 years represented the greatest percentage of drivers involved in total bicyclist-motor vehicle crashes (15.7%). Drivers aged 20 to 24 years also represented the greatest percentage of drivers involved in bicyclist-motor vehicle injury crashes (16.2%).
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, two were aged 20 to 29 years, and another was aged 75 to 79 years.

Driver Characteristics

Driver Gender (Utah 2005)

Drivers								
	Drivers Involved in Bicyclist-MV Property Damage Only Crashes		Drivers Involved in Bicyclist-MV Injury Crashes		Drivers Involved in Bicyclist-MV Fatal Crashes		Total Drivers Involved in Bicyclist-MV Crashes	
Driver Gender	#	%	#	%	#	%	#	%
Female	20	40.0%	293	46.0%	0	0.0%	313	45.4%
Male	23	46.0%	315	49.5%	3	100.0%	341	49.4%
Unknown	7	14.0%	29	4.6%	0	0.0%	36	5.2%
<i>Total</i>	50	100.0%	637	100.0%	3	100.0%	690	100.0%

NOTE: More than one driver may be involved in a bicyclist-motor vehicle crash and driver information may be missing (e.g., hit and run).

- The majority of drivers involved in total bicyclist-motor vehicle crashes (49.4%), bicyclist-motor vehicle injury crashes (49.5%), and fatal bicyclist-motor vehicle crashes (100.0%) were male.

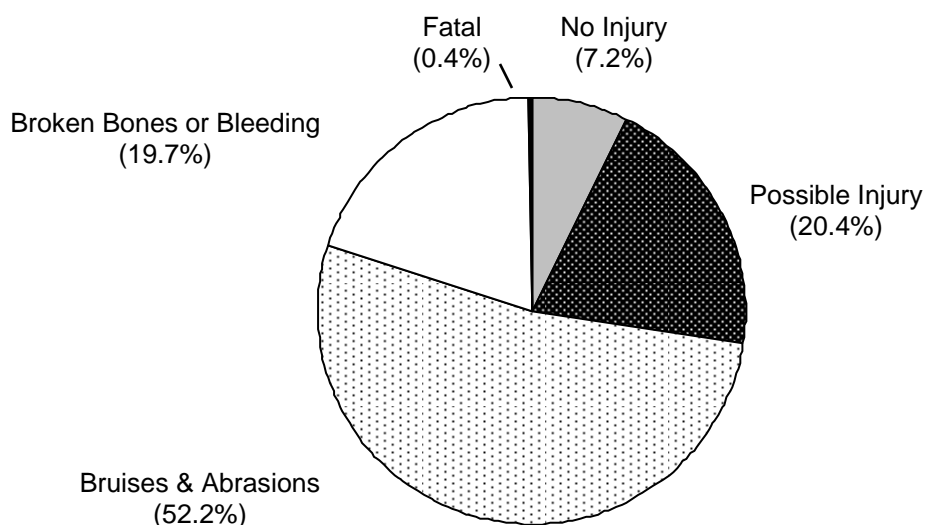
Alcohol and Other Drug Involvement of Bicyclists and Motor Vehicle Drivers (Utah 2005)



- Of the 3 bicyclists killed in 2005, none were impaired by alcohol and other drugs, and 1 bicyclist (33.3%) was killed by an impaired driver.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crash Severity (Utah 2005)



- In the above graph, there were a total of 690 bicyclist-motor vehicle crashes.
- The above graph shows that 92.3% of bicyclist-motor vehicle crashes resulted in some level of non-fatal injury compared to 35.6% of all motor vehicle crashes.

Bicyclist-Motor Vehicle Crashes by Month of Year (Utah 2005)

Bicyclist-Motor Vehicle Crashes									
	Days in Month	Property Damage Only (PDO)		Injury		Fatal		Total	
		Bicyclist-MV PDO Crashes	Rate per Day	Bicyclist-MV Injury Crashes	Rate per Day	Bicyclist-MV Fatal Crashes	Rate per Day	All Bicyclist-MV Crashes	Rate per Day
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	2	0.1	21	0.7	0	0.0	23	0.7
February	28	3	0.1	27	1.0	0	0.0	30	1.1
March	31	2	0.1	34	1.1	0	0.0	36	1.2
April	30	2	0.1	56	1.9	0	0.0	58	1.9
May	31	7	0.2	68	2.2	0	0.0	75	2.4
June	30	4	0.1	72	2.4	0	0.0	76	2.5
July	31	6	0.2	85	2.7	0	0.0	91	2.9
August	31	9	0.3	94	3.0	0	0.0	103	3.3
September	30	5	0.2	83	2.8	1	0.0	89	3.0
October	31	8	0.3	52	1.7	2	0.1	62	2.0
November	30	1	0.0	29	1.0	0	0.0	30	1.0
December	31	1	0.0	16	0.5	0	0.0	17	0.5
Total	365	50	0.1	637	1.7	3	0.0	690	1.9

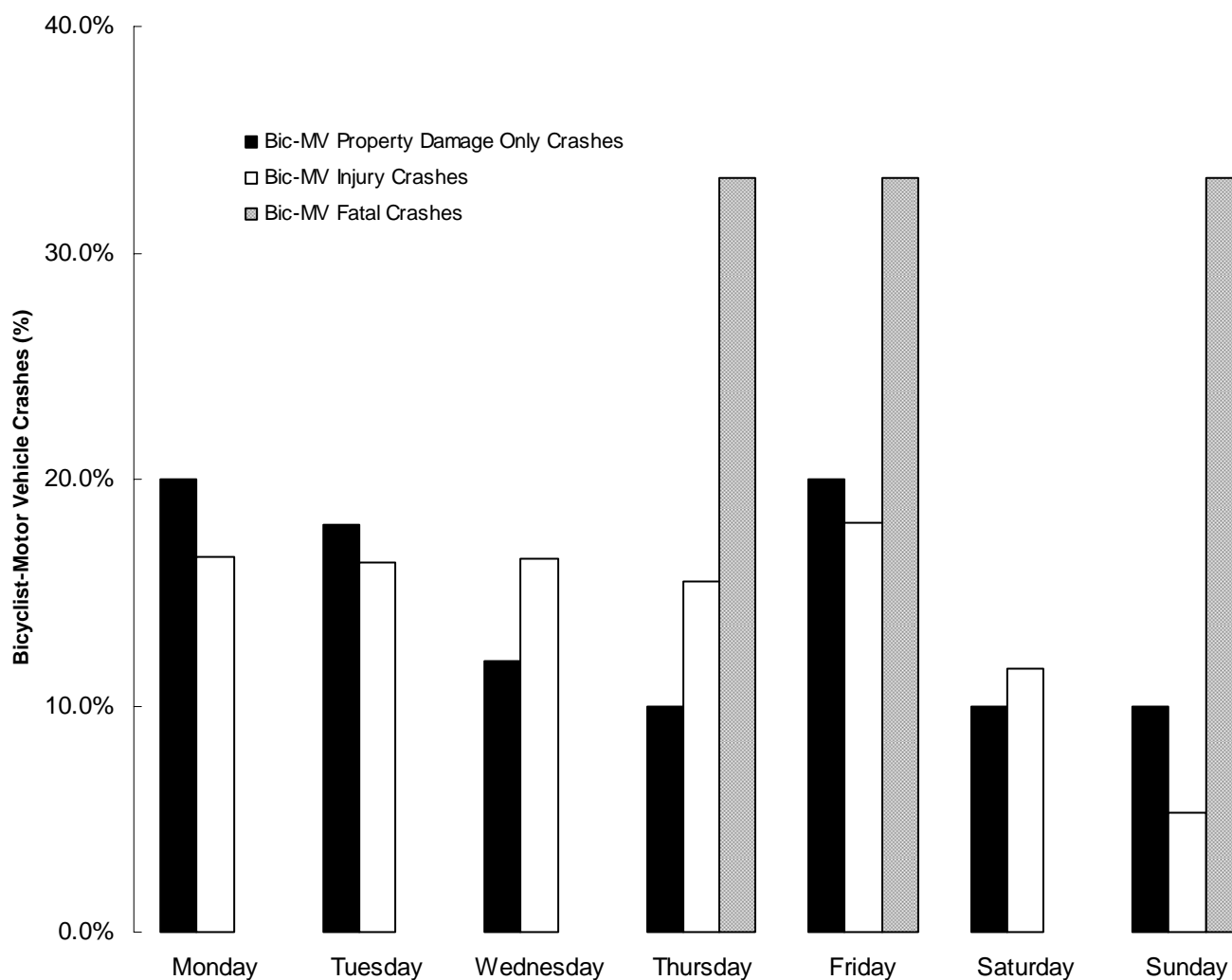
- August (3.3), September (3.0) and July (2.9) had the highest rates per day of total bicyclist-motor vehicle crashes.
- August (3.0) had the highest rate per day of bicyclist-motor vehicle injury crashes.
- Fatal bicyclist-motor vehicle crashes occurred in September and October.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2005)

Bicyclist-Motor Vehicle Crashes								
Day of Week	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Monday	10	20.0%	106	16.6%	0	0.0%	116	16.8%
Tuesday	9	18.0%	104	16.3%	0	0.0%	113	16.4%
Wednesday	6	12.0%	105	16.5%	0	0.0%	111	16.1%
Thursday	5	10.0%	99	15.5%	1	33.3%	105	15.2%
Friday	10	20.0%	115	18.1%	1	33.3%	126	18.3%
Saturday	5	10.0%	74	11.6%	0	0.0%	79	11.4%
Sunday	5	10.0%	34	5.3%	1	33.3%	40	5.8%
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2005)



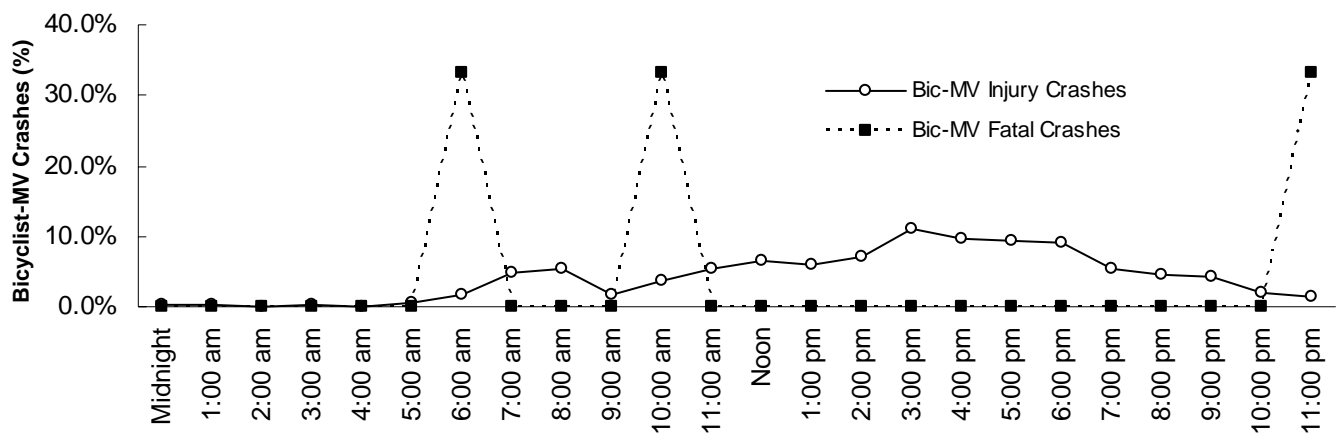
- The above table and graph show that the highest percentage of total bicyclist-motor vehicle crashes (18.3%) and bicyclist-motor vehicle injury crashes (18.1%) occurred on Friday.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2005)

Bicyclist-Motor Vehicle Crashes								
Hour	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Midnight	1	2.0%	2	0.3%	0	0.0%	3	0.4%
1:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
2:00 am	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
4:00 am	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5:00 am	0	0.0%	3	0.5%	0	0.0%	3	0.4%
6:00 am	1	2.0%	11	1.7%	1	33.3%	13	1.9%
7:00 am	3	6.0%	31	4.9%	0	0.0%	34	4.9%
8:00 am	1	2.0%	35	5.5%	0	0.0%	36	5.2%
9:00 am	2	4.0%	11	1.7%	0	0.0%	13	1.9%
10:00 am	0	0.0%	24	3.8%	1	33.3%	25	3.6%
11:00 am	5	10.0%	34	5.3%	0	0.0%	39	5.7%
Noon	1	2.0%	42	6.6%	0	0.0%	43	6.2%
1:00 pm	4	8.0%	38	6.0%	0	0.0%	42	6.1%
2:00 pm	2	4.0%	45	7.1%	0	0.0%	47	6.8%
3:00 pm	6	12.0%	71	11.1%	0	0.0%	77	11.2%
4:00 pm	3	6.0%	61	9.6%	0	0.0%	64	9.3%
5:00 pm	4	8.0%	59	9.3%	0	0.0%	63	9.1%
6:00 pm	5	10.0%	58	9.1%	0	0.0%	63	9.1%
7:00 pm	5	10.0%	34	5.3%	0	0.0%	39	5.7%
8:00 pm	2	4.0%	28	4.4%	0	0.0%	30	4.3%
9:00 pm	4	8.0%	27	4.2%	0	0.0%	31	4.5%
10:00 pm	1	2.0%	13	2.0%	0	0.0%	14	2.0%
11:00 pm	0	0.0%	8	1.3%	1	33.3%	9	1.3%
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2005)



- In 2005, total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes followed a similar time pattern, peaking between 2:00 pm and 6:00 pm.
- Fatal bicyclist-motor vehicle crashes occurred during the morning (6:00 am, 10:00 am) and late evening (11:00 pm).

Bicyclist-Motor Vehicle Crash Characteristics

Locality of Bicyclist-Motor Vehicle Crashes (Utah 2005)

Bicyclist-Motor Vehicle Crashes								
Locality	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Shopping/Business	27	54.0%	297	46.6%	0	0.0%	324	47.0%
Residential	17	34.0%	279	43.8%	0	0.0%	296	42.9%
School	2	4.0%	22	3.5%	1	33.3%	25	3.6%
Manufacturing/Industrial	0	0.0%	14	2.2%	1	33.3%	15	2.2%
Open Country	2	4.0%	11	1.7%	1	33.3%	14	2.0%
Farms and Fields	1	2.0%	9	1.4%	0	0.0%	10	1.4%
Playground	1	2.0%	0	0.0%	0	0.0%	1	0.1%
Church	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Missing	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%

- The above table shows the majority of total bicyclist-motor vehicle crashes (47.0%) and bicyclist-motor vehicle injury crashes (46.6%) occurred in shopping/business areas.
- The fatal bicyclist-motor vehicle crashes occurred in school, manufacturing/industrial, and open country areas.

Urban/Rural Location of Bicyclist-Motor Vehicle Crashes (Utah 2005)

Bicyclist-Motor Vehicle Crashes								
Urban/Rural Location	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Rural Area - Up to 5,000	6	12.0%	104	16.3%	1	33.3%	111	16.1%
Small Urban - 5,000 to 49,999	2	4.0%	38	6.0%	1	33.3%	41	5.9%
Moderate Urban - 50,000 to 199,999	1	2.0%	22	3.5%	0	0.0%	23	3.3%
Large Urban - 200,000 or More	41	82.0%	467	73.3%	1	33.3%	509	73.8%
Missing	0	0.0%	6	0.9%	0	0.0%	6	0.9%
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%

- Urban areas accounted for 83.0% of total bicyclist-motor vehicle crashes, 82.8% of bicyclist-motor vehicle injury crashes, and 66.6% of fatal bicyclist-motor vehicle crashes.

Bicyclist-Motor Vehicle Crash Characteristics

Type of Vehicles Involved in Bicyclist-Motor Vehicle Crashes (Utah 2005)

Vehicles								
	Vehicles Involved in Bicyclist-MV PDO Crashes		Vehicles Involved in Bicyclist-MV Injury Crashes		Vehicles Involved in Bicyclist-MV Fatal Crashes		Total Vehicles Involved in Bicyclist-MV Crashes	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	23	45.1%	376	58.5%	1	33.3%	400	57.4%
Light Truck, Van or SUV	28	54.9%	238	37.0%	2	66.7%	268	38.5%
Hit and Run Vehicle	0	0.0%	12	1.9%	0	0.0%	12	1.7%
Large/Semi Truck	0	0.0%	6	0.9%	0	0.0%	6	0.9%
Motorcycle	0	0.0%	4	0.6%	0	0.0%	4	0.6%
School Bus	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Total	51	100.0%	643	100.0%	3	100.0%	697	100.0%

- The above table shows that the largest percentage of vehicles involved in total bicyclist-motor vehicle crashes (57.4%) and bicyclist-motor vehicle injury crashes (58.5%) were passenger cars.
- The majority of vehicles involved in the fatal bicyclist-motor vehicle crashes were light trucks, vans or SUV's (66.7%).

Bicyclist-Motor Vehicle Crash Violations (Utah 2005)

Violations (Drivers)								
	Drivers Cited in Bicyclist-MV PDO Crashes		Drivers Cited in Bicyclist-MV Injury Crashes		Drivers Cited in Bicyclist-MV Fatal Crashes		Total Drivers Cited in Bicyclist-MV Crashes	
Violations	#	%	#	%	#	%	#	%
Failure to Yield Right-of-Way	4	33.3%	92	43.6%	0	0.0%	96	42.9%
Improper Lookout	1	8.3%	51	24.2%	0	0.0%	52	23.2%
Other Non-Moving Violations	0	0.0%	28	13.3%	0	0.0%	28	12.5%
Failure to Stop at Red Light	0	0.0%	7	3.3%	0	0.0%	7	3.1%
Hit and Run	2	16.7%	5	2.4%	0	0.0%	7	3.1%
Failure to Stop at Stop Sign	1	8.3%	5	2.4%	0	0.0%	6	2.7%
All Other Moving Violations	2	16.7%	3	1.4%	0	0.0%	5	2.2%
Improper Turn (Failure to Signal)	0	0.0%	5	2.4%	0	0.0%	5	2.2%
Driving Under the Influence	1	8.3%	3	1.4%	0	0.0%	4	1.8%
Improper Backing	0	0.0%	3	1.4%	0	0.0%	3	1.3%
Negligent Collision	0	0.0%	3	1.4%	0	0.0%	3	1.3%
Wrong Side of Road	0	0.0%	3	1.4%	0	0.0%	3	1.3%
Speeding	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Following Too Close	0	0.0%	1	0.5%	0	0.0%	1	0.4%
Improper Passing	0	0.0%	1	0.5%	0	0.0%	1	0.4%
Improper Lane Change	1	8.3%	0	0.0%	0	0.0%	1	0.4%
Vehicle Homicide	0	0.0%	0	0.0%	1	100.0%	1	0.4%
Reckless Driving	0	0.0%	1	0.5%	0	0.0%	1	0.4%
Total	12	100.0%	211	100.0%	1	100.0%	224	100.0%

- In 2005, there were 690 drivers involved in bicyclist-motor vehicle crashes. Officers at the scene of the crash cited 224 (32.5%) of those drivers for a traffic violation.
- "Failure to yield right-of-way" was the leading violation for total bicyclist-motor vehicle crashes (42.9%).

Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors of Bicyclist-Motor Vehicle Crashes (Utah 2005)

Contributing Factors (Bicyclist-Motor Vehicle Crashes)								
Contributing Factors	Contributing Factors Coded for Vehicles Involved in:							
	Bicyclist-MV Property Damage Only Crashes		Bicyclist-MV Injury Crashes		Bicyclist-MV Fatal Crashes		Total Bicyclist-MV Crashes	
	#	%	#	%	#	%	#	%
Improper Lookout	18	41.9%	232	45.0%	1	0.0%	251	44.5%
Failed to Yield Right of Way	9	20.9%	158	30.6%	0	0.0%	167	29.6%
Hit and Run	9	20.9%	42	8.1%	1	0.0%	52	9.2%
Other Improper Driving	3	7.0%	17	3.3%	0	0.0%	20	3.5%
Passed Stop Sign	0	0.0%	9	1.7%	0	0.0%	9	1.6%
Made Improper Turn	1	2.3%	8	1.6%	0	0.0%	9	1.6%
Disregard Traffic Signal	0	0.0%	7	1.4%	0	0.0%	7	1.2%
Other Driver Distractions	1	2.3%	4	0.8%	1	0.0%	6	1.1%
Improper Backing	0	0.0%	6	1.2%	0	0.0%	6	1.1%
Speed Too Fast	0	0.0%	5	1.0%	0	0.0%	5	0.9%
Driving Under the Influence	1	2.3%	3	0.6%	1	0.0%	5	0.9%
Drove Left of Center	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Driver Using Cell Phone	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Improper Overtaking	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Non-Contact Vehicle Involved	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Windshield Not Clear	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Followed Too Closely	0	0.0%	1	0.2%	1	0.0%	2	0.4%
Wrong Side of Road	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Asleep	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Fatigued	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Had Been Drinking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Object in Roadway	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Brakes Defective	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Aggressive Driving	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Parking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Cargo Loss or Shifted	1	2.3%	0	0.0%	0	0.0%	1	0.2%
Total	43	100.0%	516	100.0%	5	0.0%	564	100.0%

- Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.
- “Improper lookout” was the leading contributing factor for total bicyclist-motor vehicle crashes (44.5%), and bicyclist-motor vehicle injury crashes (45.0%).
- The combined contributing factors of “driving under the influence” and “had been drinking” accounted for 1.1% of total bicyclist-motor vehicle crashes, and 0.8% of bicyclist-motor vehicle injury crashes.